



S. A. S. M. E. E. Bulletin

**SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS**

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**THE SOUTH AUSTRALIAN SOCIETY OF
MODEL & EXPERIMENTAL ENGINEERS INC**

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CLUB JOTTINGS

BY SMOKEY

SASMEE ANNUAL LUNCH

Well, another fantastic outing was enjoyed by some 45 members and partners who attended the "Fresh Choice" restaurant on Sunday 21st November 2004. This the fourth year in a row that the club has chosen this excellent venue, mainly because of the ease of boooking for such a large group but as well for the unquestionable cuisine. For such a large place it is not overly noisy and people can mingle and talk {and not always about trains! }. It was good to see Margaret Lee again in the company of Bert and Jeanette Francis. Although we attend once a year the management of the restaurant did recall the name of SASMEE from previous years.

SUMMER RUNNING NOV.2004

The Sunday PFD, 5/12/04 was the last run for 2004 and was a mediocre one at that with five rather large birthday parties boosting things a bit. One birthday party enquiry was for 25 adults and a similar number of children --- makes you wonder just who the benifit was for!. As usual Jack Davey co-ordinated things at the gate.

The boat pnd was well attended by Dean Deguisto, Malcolm Ambler, Scott Baily, Norm Kernick, Mary and Gerry Turner and Alan Wallace. Alan had a beautiful scale model of the 1869 built "Blanche Milang"

The following motive power was more than adequate to handle the crowd.

SASMEE PARK 5"G

Station attendant -- Micheal Tingay.

0-6-0 + 0-6-0 Kitson Meyer

Graham Driscoll.

2-8-0	Nigel Gresley #456	Brian Homann.
4-6-0 [3.5" g]	Doris	Alan Wallace.
-----	005 Jack	John Monty.
-----	Steeplecab	Ian Clark.

MILLSWOOD 7 1/4" G

Station attendants were Alan Brabham and Alex Mitropoulos.

0-4-2	SAR "V" class #9	John Daly.
0-4-0	Dolgoch #2	Craig Dunstan.
0-6-0	Koppel	Glen Templeman.
0-6-0	Jinty	Len Redway.
4-6-0	Pacific #8443	Ian Thomas.

Canteen staff rostered for the day were Jean Clark, Marg Lewis, Kristine Templeman and Mary Homann. A full compliment existed in the boilerhouse with Ralph Ollerenshaw, Colin Cook, Bob Scanlon, John Weidenhofer and David Eustice in attendance.

NEW MEMBERS

SASMEE extends a warm welcome to the following new members and trust that they will have a long and happy association with the club.

Scott Baily	Full member	Elected December 2004
Peter Hoyer	Full member	Elected February 2005
Matt Atkins	Full member	Elected February 2005

MILLSWOOD STATION 7 1/4" G

An occasional problem occurs at the station whereby doubleheaded engines or long engines stop outside the platform and foul the insulated rail joint. This is purely an oversight by the driver and the problem is now resolved by the placement of a sign which reads, "Engines must not stand past this point."

ENTERTAINMENT.

At the December meeting Barry Dunstan gave a talk on his experiences with HO gauge electric trains, in particular his extensive modeling of South Australian Railways Rolling Stock

and locomotives such as the F, RX, 600, 700 & 520 classes. Barry then diverged and showed ways and means of casting railway items such as glad hands and axle box covers which showed manufacture and date, using 50/50 solder -- a very inexpensive method. The February meeting was well entertained by another one of Alex Mitropoulos' s slide shows on club activities, in particular many aspects of the boat pond when drained for cleaning in 2003. Other tasks undertaken of recent times were also covered.

LIBRARY

Members are reminded that the club has an excellent library catering for many interests including Boats, Locomotives, Steam propulsion and Boilermaking, not to mention a full range of Model Engineering magazines. Librarians Jack Davy and Bill Coles are only too pleased to help you with any subject.

XMAS BBQ

In typical SASMEE tradition Saturday 18th December was reserved for our own enjoyment, namely, our Christmas get together and BBQ.

Well over 100 persons were in attendance with the days forecast at 38 degrees celsius. However, by mealtime {6pm} it was a bit overcast and the temperature had dropped slightly.

People had begun turning up from 4pm and setting their tables and chairs in the shady areas in the vicinity of the old exhibition track. Eventually this was a sea of people and it is gratifying to see so many taking an interest in the club.

Quite a number of locos operated giving rides to children and adults alike, and extended well into the night.

The cooks, Len Redway, Jack Davey and Jeff Schaeffer toiled over the huge BBQ plate and cooked the snags and patties to perfection. Together with the delicious salads made for a very enjoyable meal and enough was allowed for seconds. Eventually John Lewis called out "one sausage left" this being eagerly

snapped up.

The meal was followed by the always favorite fruit salad and ice cream which really topped things off. Beveages in the way of tea, coffee and soft drinks were also supplied.

Many thanks to John Lewis who organised the event and Gavin Thrum who obtained the loan of the "Advertiser" BBQ.

SUMMER RUNNING JANUARY 2005

In view of the horrific earthquake and subsequent Tsunami which devastated so many countries bordering on the Indian Ocean SASMEE executive decided that the club would donate the Sunday PFD gate takings to the Tsunami appeal, accordingly a cheque for \$1000-00 has been forwarded to the appropriate authority. Unforetunately, due to some sort of mix up, the Saturday Advertiser Ad did not specify that the PFD was on the next day, namely Sunday, and some people turned up on the wrong day. Anyway, a fairly good crowd turned up and adequate power was on hand.

Only one birthday party was noted, an adult one at that. The birthday boy was 68 years old, that`s right 68 !!! He claimed to have had many train rides. In view of no childrens` s parties the patrons were very well behaved with no incidents being reported by Safety officer, John Beal.

The steam housed was run by Bob Scanlon and John Weidenhoer and with Ralph Ollerenshaw being away nobody remembered to blow the whistle.

Now that the traction engine/road vehicle area is virtually completed John Weidenhofer reckons he will bring the Allchin for a test run shortly. Bill Coles is yet to give his steam truck a tryout.

The boat pond boys gave the their usual excellent display, an unexpected visit by Dean Deguisto`s submarine was a highlight. Norm Kernick gave the mandatory 3pm display by the hydroplane albeit by what appeared to be a different one or perhaps the one that had been modified. Regulars, Mary and Gerry Turner also

attended.

As usual the canteen staff of Marg Lewis, Kristine Templeman and Susanne Thomas were kept busy. As John Lewis was otherwise engaged Jodie Monte, Janelle and Mitchell Templeman served cool drinks to train drivers at 3pm during a very warm 30 degree day.

SASMEE PARK STATION

The station was manned by John Lewis, David Hawkins and Trevor Morcom who dispatched the following:-

2-8-0 Nigel Gresley #456	Peter Homann.
4-6-0 Black Five #5073	Alan Wallace.
0-6-0 + 0-6-0 Kitson Meyer #34	Graeme Driscoll.
----- 005 Jack [shunter]	John Monte.

MILLSWOOD STATION

Station attendants were Alan Brabham and Alex Mitropoulos dispatched the following :-

0-6-0 Koppel	Glen Templeman.
0-4-0 Dolgoch #2	Craig Dunstan.
0-4-4 SAR V class #9	John Daly.
4-6-2 Green Pacific #8443	Ian Thomas.
0-6-0 Jinty	Len Redway.
0-4-0 Jens #1938	Bill Coles.

It was good to see Peter Homann, home on holidays from full time training {no pun intended} with Freight Australia in Melbourne.

Peter is some halfway through his course, so eventually we may see him whizzing past on the standard gauge in charge of a lengthy freight train.

CLUB PLAY NIGHT

As is customary the first General meeting in the new year, ie Tuesday 11th January 2005, takes the form of a play night with other kindred clubs invited to join in.

Unfortunately, weatherwise, we lost the toss with the Bureau forecasting 40 degrees with a total fire ban right across the

state meaning no steam trains allowed. In fact the temperature in the mid afternoon peaked at 41.7 degrees with a slightly cooler change around 5pm --- but the ban was effective until midnight.!

Some 50 persons attended, including members from other clubs in particular the Clare Valley Railway with 4 locos, 3 petrol and 1 electric. Judging by the photos shown by the Clare boys it can be clearly seen just how successful progress they have made in such a short while. They are really dedicated to the cause.

Boiler inspector Bernie Dickenson rolled up at 4pm to survey our full size boiler, but due to a mixup this did not eventuate.

A large bush fire skirting Mount Osmond effectively closed down the Freeway preventing a couple of our members from attending. Some attendees chose to bring their own evening meal, some had Hungry Jacks and one group brought their own BBQ, which smelled very inviting.

Our visitors from Clare were only too happy to let others have a drive of their locos which was greatly appreciated.

Owing to the lengthy drive home most locos came off at 9-30pm. This type of evening allows for the past friendships to be remembered and to exchange ideas.

Notwithstanding the fire ban affecting steam locos 10 other types were in attendance as follows:-

CLARE Club

7 1/4" g	CLP Class petrol/electric	AND/E.
"	Brill 48 petrol	SAR R/C.
"	830 Class electric	SAR D/E.
"	NB 30 petrol	C.R. Shunter.

PENFIELD Club

7 1/4" g	JRS 7 petrol m/c	Barry & Bevan Walding.
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SASMEE Club

7 1/4" g	MIC 6 petrol m/c	Barry Dunstan
"	Petrol shunter	Simon Huntington.
5" g	422 Class electric	NSW D/E Malcolm Ambler.
"	004 Jack electric shunter	John Monte.
"	005 Jack electric shunter	John Monte.

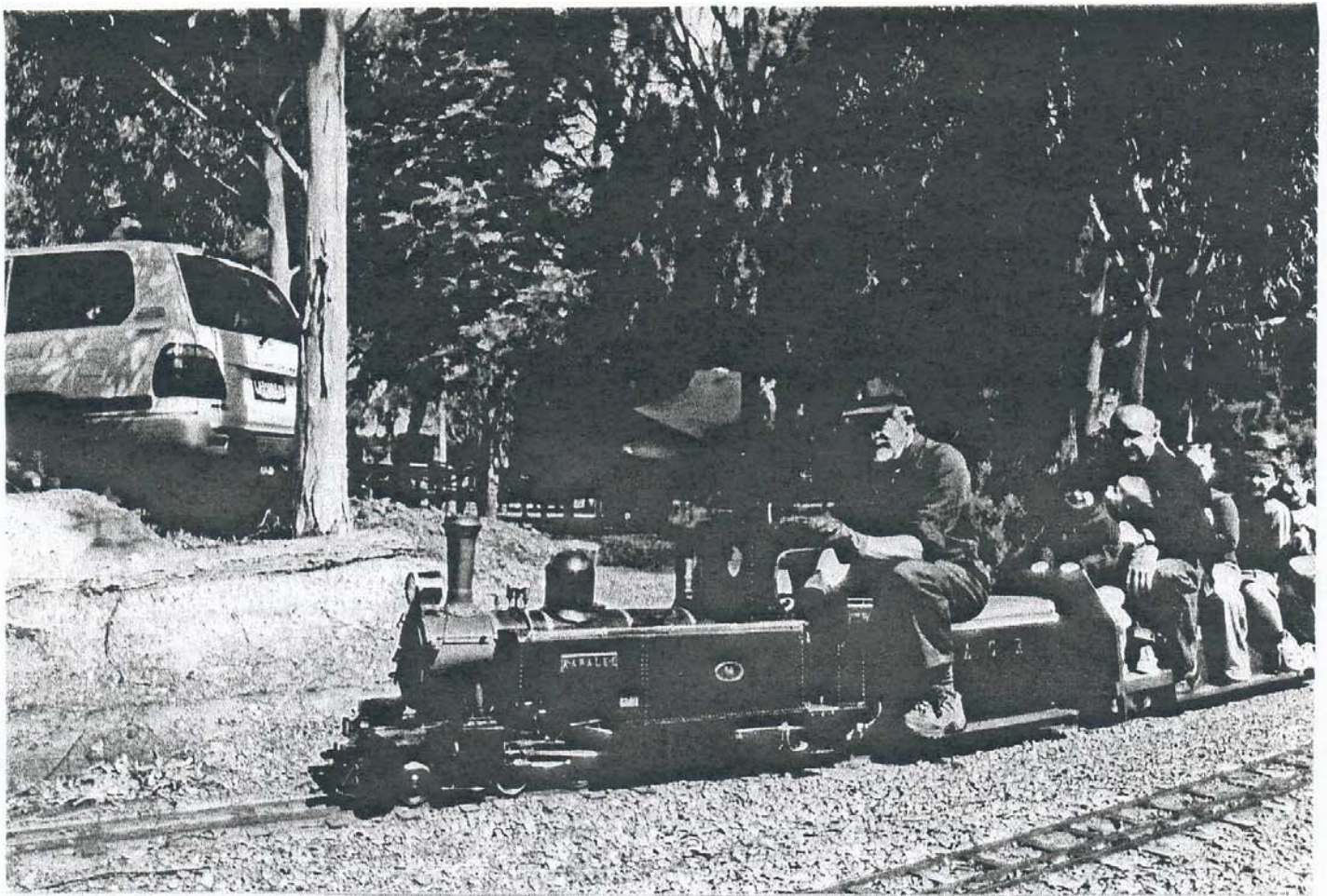
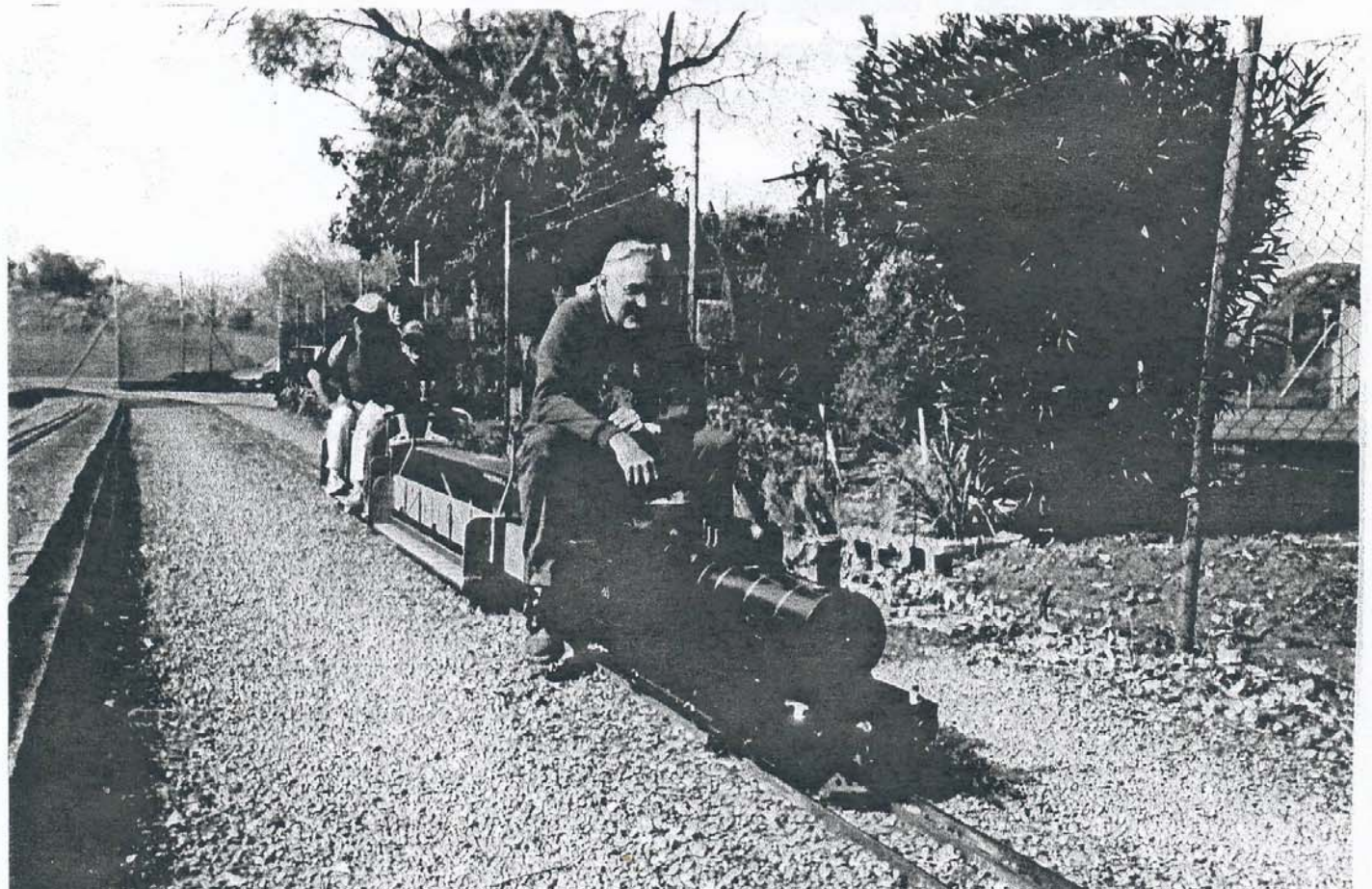


PHOTO 1

PHOTO 2



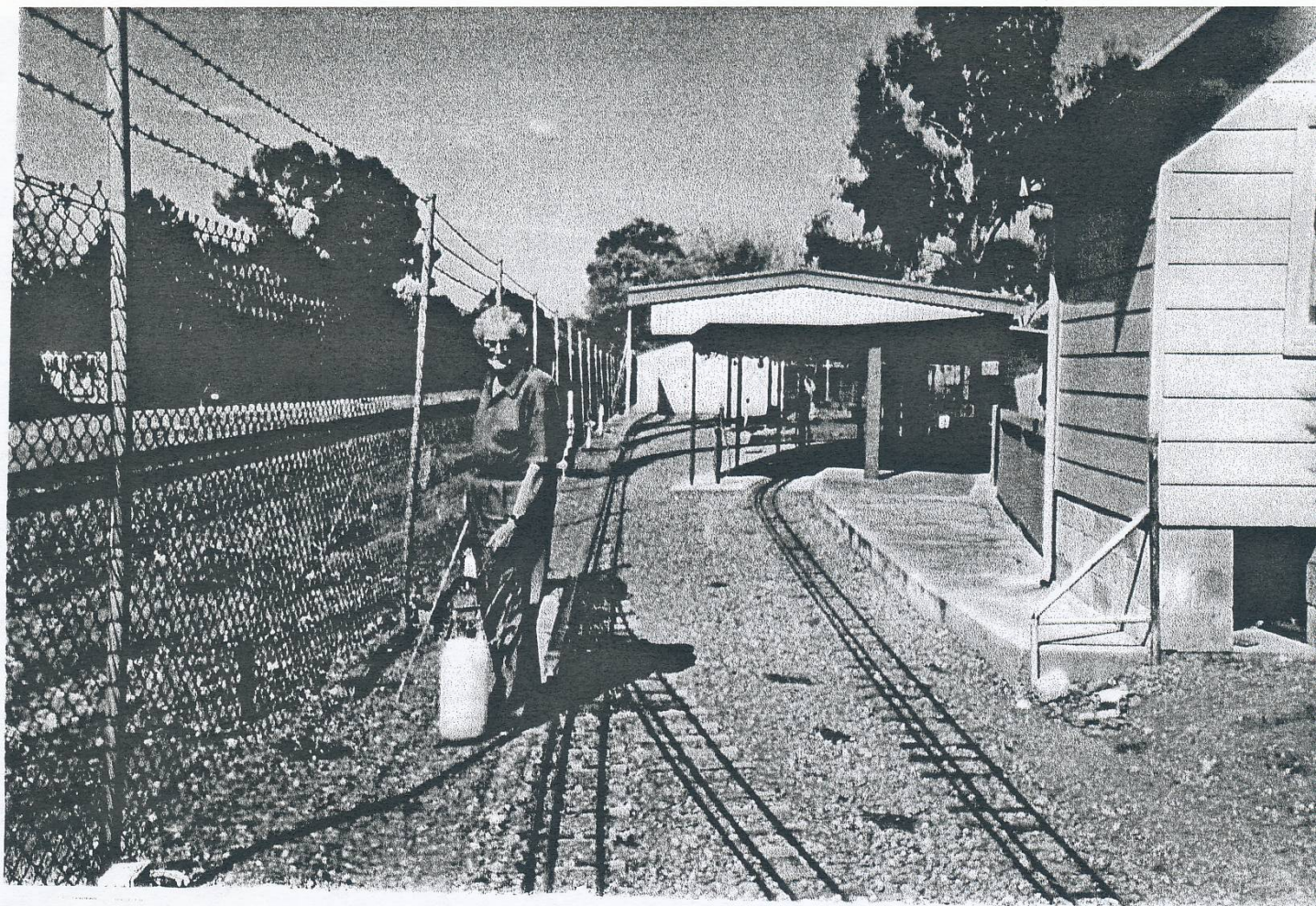
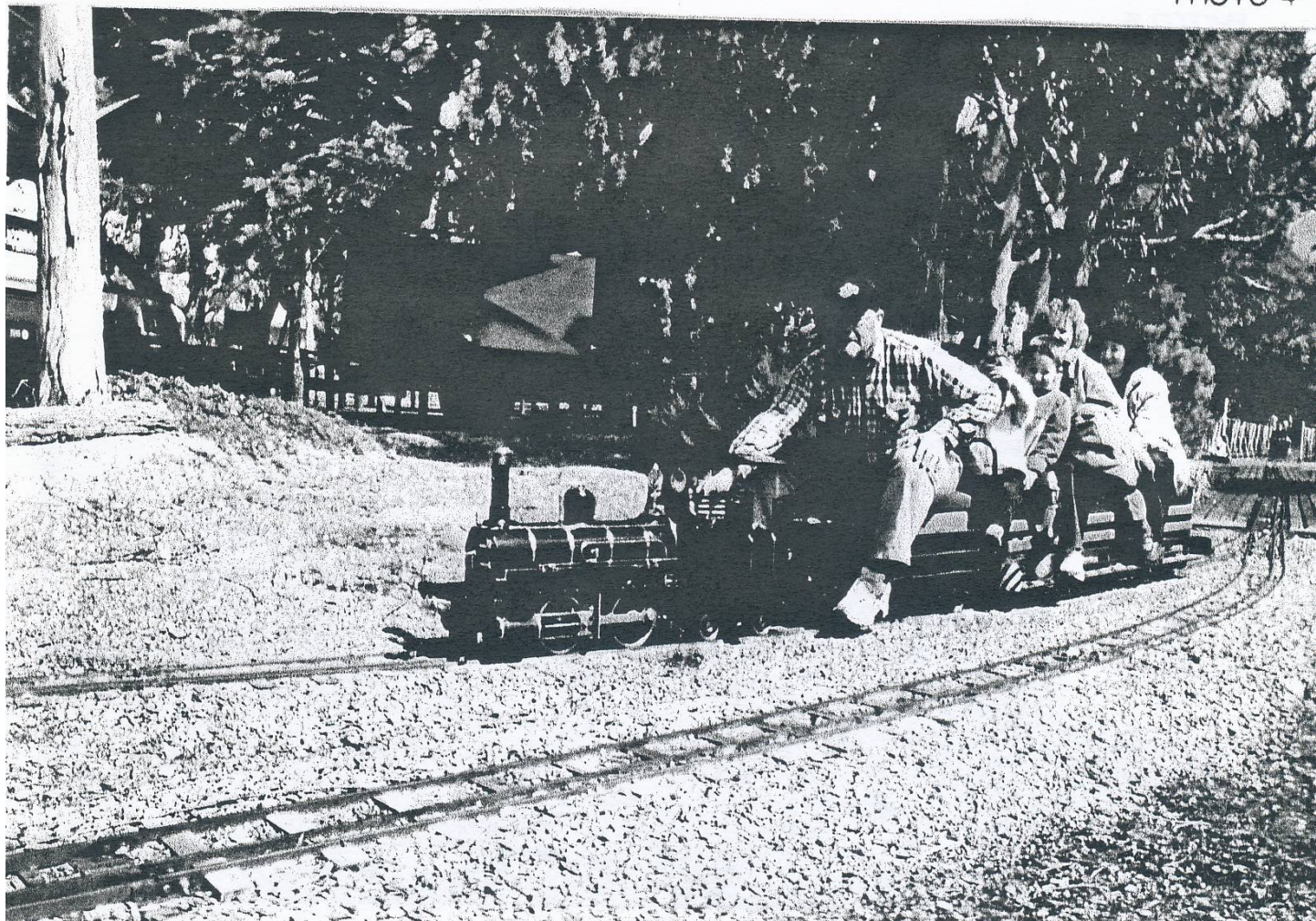


PHOTO 3

PHOTO 4



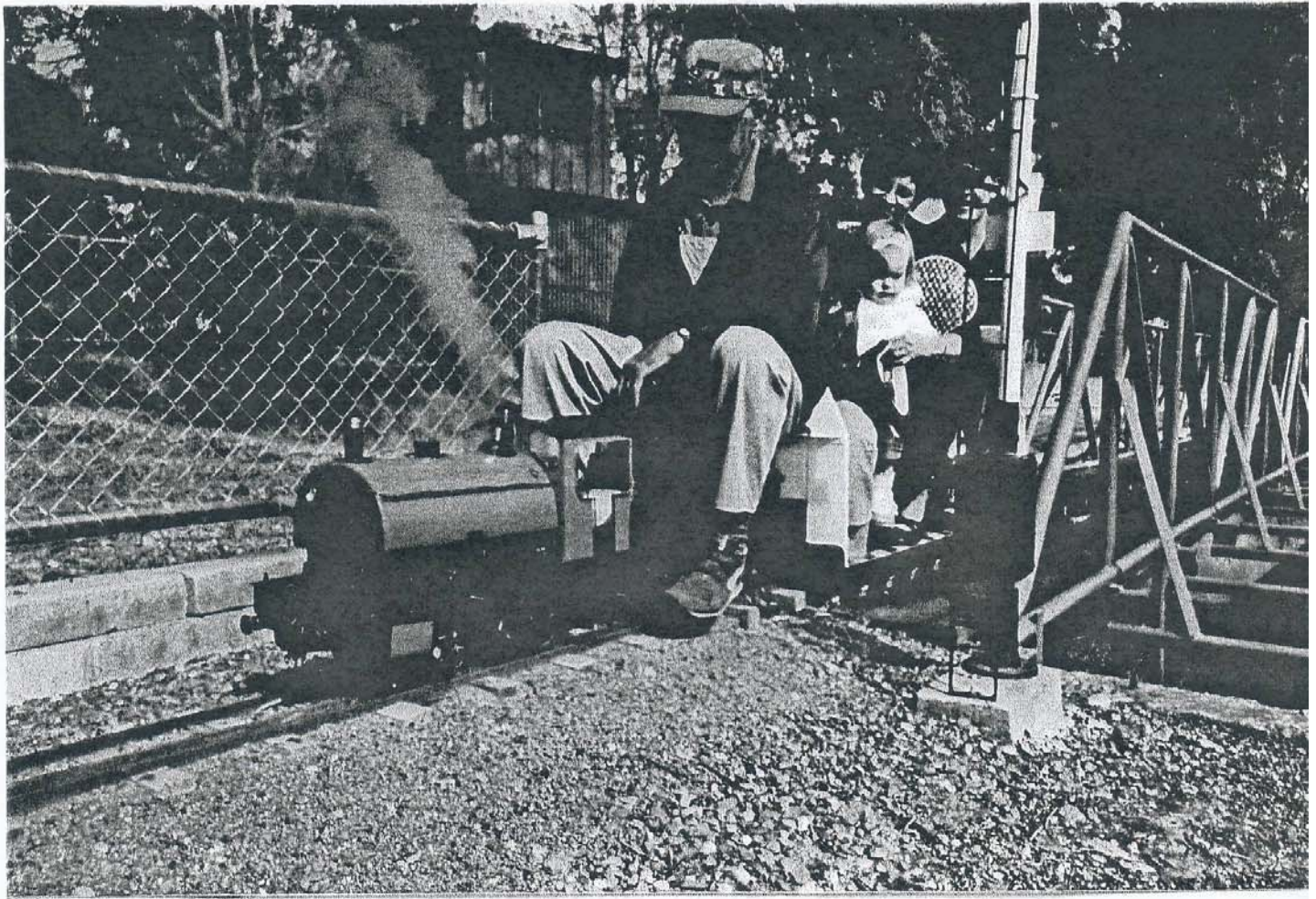
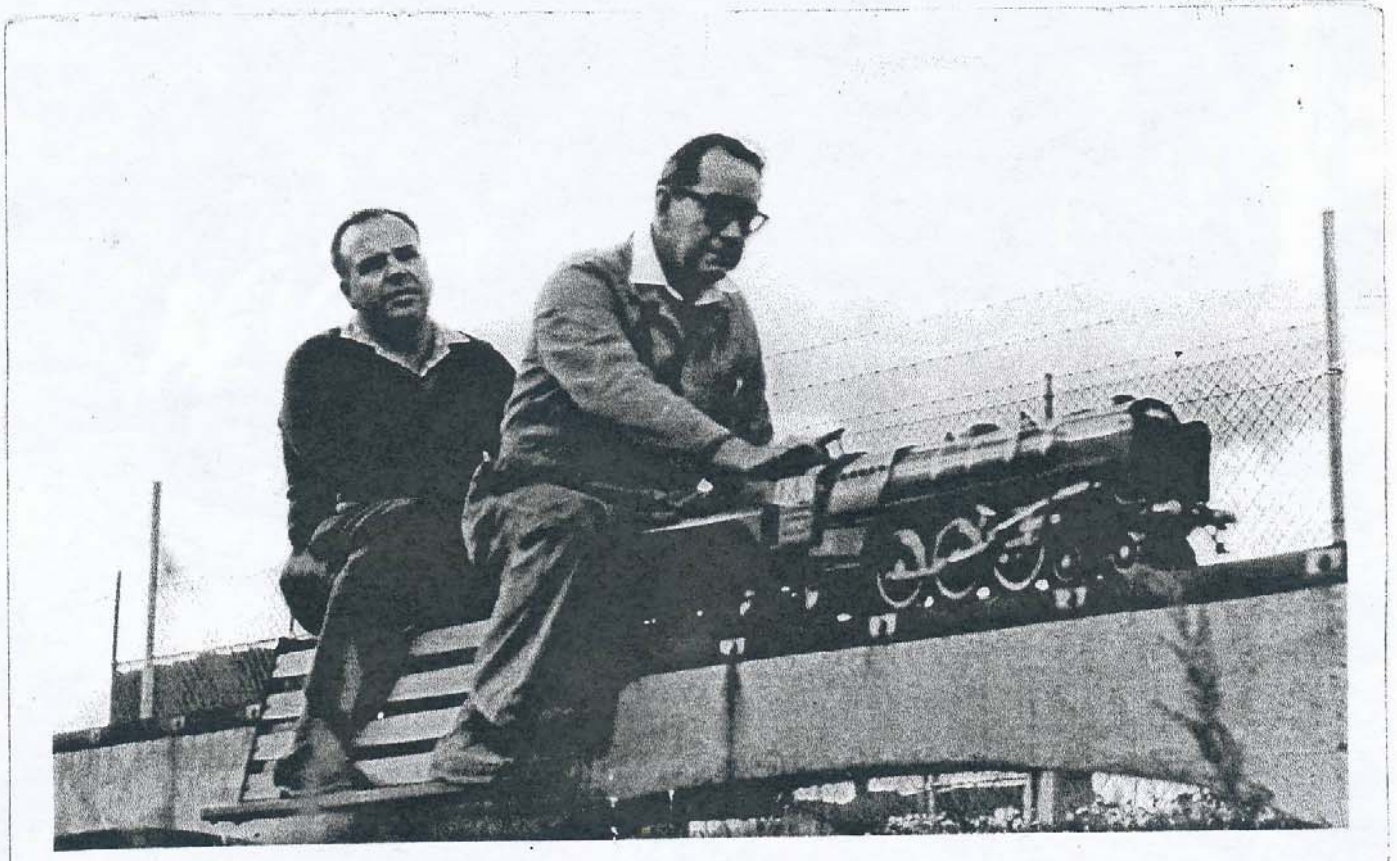


PHOTO 5

PHOTO 6



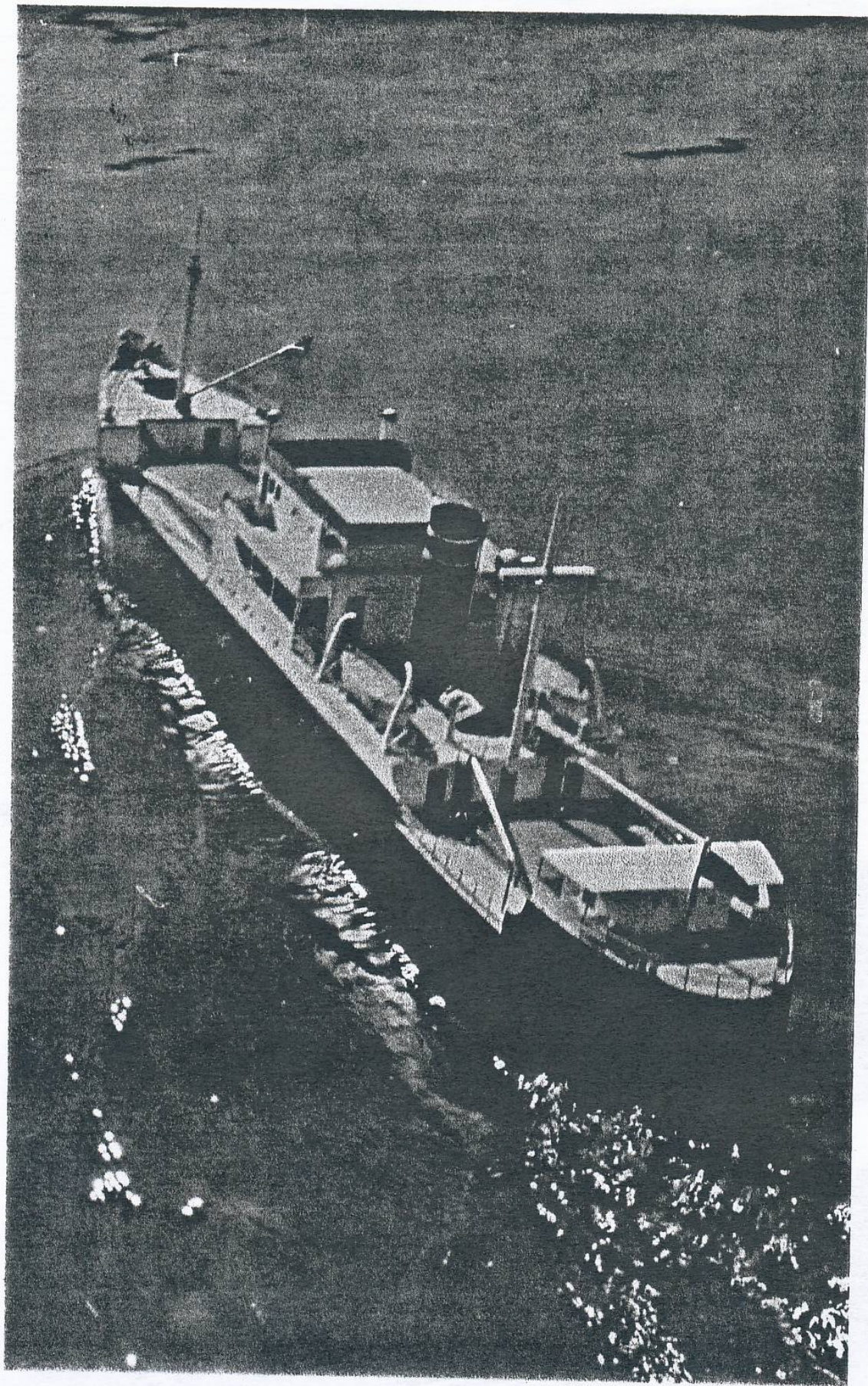


PHOTO 9

VANDELS

For the first time in 12 months grafitti vandels somehow got into our property and sprayed their so-called art on to the side of the carriage shed facing the south line.

This was noted on 11/01/05 and was removed on 12/01/05. The best deterrent apparently is to remove it ASAP.

TRACK WORK

Since completion of the 5" g dual track in April 2004 there has been very little work required other than sweeping of leaves and oiling of fish plates. It is most pleasing to report that this the 3rd successive summer that there has been no track buckles due to heat. The tracks have survived well during heat waves of up to 44 degrees C.

SUMMER RUNNING JANUARY 2005

The PFD on Saturday 15th was a very pleasant 23 degrees bringing in loads of people which makes Jack Davey on the gate very happy, because he just loves "adding", 'nuff said.

Our revised policy of "enclosed footwear" when riding on trains initially caused one or two heartaches, but word soon gets around and the public have accepted these requirements. The odd one or two inappropriately attired riders escape the notice of the station attendant, but in the main the situation from our point of view has been immeasurably improved.

The boat pond was noticeably quiet at 3pm with the absence of Norm Kernick's hydroplane. In fact Norm was close by, in Ashford Hospital having just had a heart by-pass operation. We trust that recovery will be speedy and look forward to having Norm back again. The usual whistle tooting indicated that the steam house was in business. Colin Cook really enjoys his job as a boiler attendant and answering questions put forth by the public.

Bernie Dickenson was in attendance making arrangements with Ralph Ollerenshaw to give the boiler its annual inspection.

The canteen was ably staffed by Marg. Lewis, Jean Clark and Marg. Sandbrooks.

SASMEE PARK 5"G

Station attendants:- Michael Tingay and Ainsley Cuthbertson.

Motive power on the track:-

0-6-0 + 0-6-0	Kitson-Myer #34	Graeme Driscoll.
4-6-0	SAR "N" class	Bob Smith.
0-4-0	Green saddle tank	Malcolm Ambler.
2-8-0	Nigel Gresley #456	Brian Homann.
-----	Jack #005	John Monte.
4-6-4 [3.5"g]	SAR tank	David Naeser.

MILLSWOOD STATION 7.25"G

Station attendants:- Allan Brabham and Alex Mitropolous.

Motive power on the track:-

4-6-0	LMS Black Five	Rodney Harris.
0-6-0	Jinty	Jen Redway.
0-6-0	Simplex	Bert Francis.
4-6-0	Pacific #8443	Ian Thomas.

It was welcome back to Bert Francis after an absence of 3 months following heart surgery.

Early arrivals would have noticed Michael Tingay logging up some time prior to 2pm in anticipation of his competency certificate.

It is good to see our pool of locomotive drivers on the increase.

LOCO SALES

Once again a steam locomotive has changed hands within the club, thus increasing our pool of availability.

Michael Tingay has purchased Graeme Driscoll's 5"g "Heisler" and had commenced driver training. Michael recently completed a well constructed bogie passenger carrying vehicle in anticipation of a loco sale by somebody. Happy steaming Michael.

SICK LIST

In addition to Norm Kernick, already mentioned, stalwart member and regular station attendant Alan Brabham has undergone a surgical procedure for a troublesome back problem. Alan had this done on Monday 17th January 2005 at St Andrews hospital, and will have 6 weeks convalescence during which time he

hopes to have a 1/2 hour swimming therapy once a week. We all look forward to having Alan back on deck again. Another member, Michael Tarry, temporarily out of Flinders Medical Center after several weeks, attended the General meeting on 8/2/05. However he requires further hospitalisation for heart surgery requiring two valves. We all wish Michael a speedy recovery.

CLUB OUTING

The club outing for 2005 is an organised visit to the National Railway Museum at Port Adelaide. The date is the 15th March, which is the 3rd Tuesday. Commencing at 6.30pm and concluding at approximately 9.30pm. [daylight saving times].

The invitation is extended to members and their families and is free of charge as the SASMEE Executive has agreed that the cost shall be borne by the club.

The NRM is located in Lipson Street and is well sign posted.

There is plenty of parking space.

TURNTABLE --- 5"6

After nearly 30 years of operation, during which time the only maintenance has been via an oil can, this well used structure is receiving a make over by Brian Homann and Lindsay Hope.

The turntable will receive a new track with the 3.5" gauge being placed centrally. The locking device will consist of a centrally operated handle which will operate two levers, one to each end and locate into a slot on each adjoining track. All of the runoff tracks will have redundant rail removed save for the two which will have the 3.5" gauge rails placed centrally. The run off track leading to the main line will have a track alteration which takes the centrally placed 3.5" gauge track to offset. Thus matching the existing track layout.

SUMMER RUNNING FEBRUARY 2005

The PFD for Sunday 6th February would have to be described as a "Rip Snorter" with near record gate takings, likewise with the

canteen. The queue lined the whole laneway and was well into Millswood Crescent. Jack Davey thrives on gate pressure however he reported nearly being at the end of his tether with Sunday's lot which included 9 birthday parties, most requiring name co-ordinations.

With 5 locos on the 5" gauge circuit and 4 locos serving the 7 1/4" gauge the traffic was handled without too much fuss.

Safety officer, Bill Coles reported a well behaved crowd with only a couple of inappropriate footwear problems.

It is interesting to note that some people, although wearing sandals etc are bringing along the appropriate footwear in a bag for substitution when riding the trains. But most are complying with our regulation.

ROLLING STOCK

Without going into the pro's and con's, it is SASMEE's policy that only straddle type carriages be used for carrying passengers on public field days. This equates to only 23 days, members may use other types [subject to inspection] on the remaining 342 days.

Due to the SASMEE terrain it is felt that straddle type carriages are the appropriate conveyance for public running. This policy has been in effect for quite a while.

SOME SASMEE HISTORY

December 1950.

Following the General meeting the entertainment was an act of clowning by a talking doll which was ably assisted by Alan Frankham. [you will have to be an old member to remember this]

January 1959.

Boat pond appears to be holding OK.
[constructed in 1958]

July 1962.

Club spent one pound [\$2-00] on fish food to try and

improve the fish in the pond.

January 1972.

SASMEE members visited Uniroyal tyre factory.

RAILWAY QUIZ.

Q. What is a radial axle box?

Answer in next Bulletin.

Answer to quiz --Last Bulletin.

Q. What is the "Red Devil"?

A. A South African Railways 3' 6" g 4-6-2 steam loco.
The loco, painted red naturally, was designed by David Wharedale and featured some of the most sophisticated ideas ever conceived for a steam loco. However the day of the diesel had arrived and this magnificent piece of machinery was destined not to reign as it should have.

OTHER THINGS.-----The Editor

Something to ponder on,

"No other product of man's mind has ever exercised such a compelling hold in the public's imagination as the steam locomotive. No other machine in its day has been a more faithful friend to mankind or contributed more to the cause of industrial prosperity in this, the land of its birth, and throughout the world. No other machine somehow is so gentle, and yet when unleashed is capable of such noble power and strength nothing quite so graceful and nothing quite so romantic.

"Those who have lived in the steam age of railways will carry the most nostalgic memories right to the end."

R.F.Hanks, speaking at the naming ceremony of the "Evening Star", the last steam locomotive to be built for British Railways, at Swindon, Wilts, 18 March 1960.

How's this for power!!

The Wartsila-Sulzer RTA96 turbocharged two-stroke diesel engine in the most powerful and most efficient prime mover in the world today. It is available in 6 through to 14 cylinder versions, all are inline engines. These engines were designed primarily for very large container ships.

Some facts on the 14 cylinder version:-

Cylinder bore---38"

Stroke-----98"

Cylinder Displacement --111,143 cubic inches

and produces 7780 horsepower-- each cylinder!!

Total displacement comes out at 1,556,002 cubic inches [25,480 liters] for the 14 cylinder version.

Total engine weight---2300 tons. [crank alone 300 tons]

Length----89 feet

Height---44 feet

Fuel consumption at most efficient power setting, 1660 gallons of heavy fuel oil per hour.

Maximum power.---108,920 hp at 102 rpm.

The first engines were built by the Aioi Works of Japan's Diesel United.

MAY MEETING

The May meeting speaker will be John Levers. John's background in Maintaining full size high pressure boilers and the builder of both steel and copper boilers for modelling applications gives him established credentials to give a talk on the maintainance, presevation and storing of steel boilers relative to model engineering. Those members contemplating or currently owning a steel boiler, as well as boiler owners generally will benefit from this talk.

FOR SALE

A Myford Super 7. Comes with a Clutch, 3 and 4 jaw chucks, face plate, 3 point steady, milling vice and jacobs chuck. Has had little use. Price \$1000.00 For further information contact, Rob. Karren Phone 8 296 1695.

PHOTO GALLERY

Photo 1 Les Smith enters Millswood Station loop with his WAGR "B" Class "Karalee" on PFD 7/11/04.

Photo 2 Len Redway drifts downgrade toward the tunnel with "Jinty" having a light load on PFD 18/9/04.

Photo 3 Graeme Driscoll attending to one of the most important jobs at SASMEE,----- keeping weeds under control, 25/8/04.

Photo 4 New owner John Daly is in charge as his SAR "V" class enters Millswood Station loop on PFD 7/11/04.

Photo 5 Malcolm Ambler, with safety valves lifting, works 0-4-0 saddle tank up the grade on PFD 18/9/04.

Photos 1---5 by Barry Dunstan

From the Past.

Photo 6 Tom England driving his 3 1/2"g "Brittania" across the Lily Pad concrete bridge. c 1971

Photo 7 Moored on the pond is steam launch "Wide a Wake" built by Herb Crocker. c 1971

Photo 8 Bob Smith eases his smoking 3 1/2"g SAR 520 class out of SASMEE Park. c 1971

Photo 9 S.S."Cetus", registered in Adelaide sets off for another journey across the pond. c 1971

Photos 6 ---- 9 SASMEE Archives.

S. A. S. M. .E. E. OFFICE BEARERS
2004----- 2005

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